(f) whether it is also a fact that Supreme Court not only ordered to pay the difference but also passed structures against the looting by these companies; and

(g) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CHEMICALS AND PETRO-CHEMICALS IN THE MINISTRY OF INDUSTRY (SHRI R. K. JAICHANDRA SINGH): (a) The Supreme Court in its judgement delivered on 10th April, 1987 allowed the appeal filed by Government and dismissed the writ petition of M|s. Cynamide (India) filed in Delhi High Court. The Court upheld the procedures and norms adopted by Government in fixing the prices and directed to give hearing to M|s. Cynamide within 2 months and dipose of the petitions within 2 weeks after hearing. The undertaking given by the company to Delhi High Court continues to subsist.

(b) and (c) Information to the extent available in respect of M|s. Cynamide (India) is shown in the attached statement. (*See* appendix CXLII, Annexure No. 57).

(d) and (e) Yes, Sir. The company gave an undertaking to Delhi High Court to pay the difference, in case the judgement is passed in favour of Government.

(f) and (g) Referring to the price charged by the manufacturer of Baralgan Ketone, the Supreme Court observed:

"It appears to justify the charge that some manufacturers do indulge in profiteering, by itself, is evil. Profiteering in the scarcee resources of the community, much needed life-sustaining foodstufis and life-saving drugs is diabolic. It is menace which had to be fettered and curbed".

Improvement in the standard of Maruti cars

941. SHRI K. G. MAHESHWARAPPA: Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that Maruti cars sold in India cannot be marketed in OECD countries;

(b) whether it is a fact that in the manufacture of the windshield fitted in the Maruti cars very old technology has been used and not laminated glass as do all vehicles in Europe and U.S.A.;

(c) whether it is also a fact that accident rates of Maruti cars are very high partly because its engine is unnecessarily powerful;

(d) what steps Maruti Udyog propose to take so as to make their products safer and comparable with inter-natioani standards; and

(e) what steps are being taken to evolve safety designs and safety standards of vehicles particularly suited to Indian conditions so as to ensure safer road travel?

THE MINISTER OF STATE IN THE DEPARTMENT OF PUBLIC ENTERPRISES IN THE MINISTRY OF INDUSTRY (PROF. K. K. TEWARY): (a) For sale in OECD countries, Maruti cars would require some modifications e.g., left hand drive, deffrosting and heating arrangements as per specifications prescribed in each country.

(b) Zone toughtening technology used in Japan till March 1987 has been adopted for Maruti cars windshield.

(c) No, Sir.

(d) The vehicle manufactured by Maruti Udyog Ltd. conform to all the standards prescribed in India.

(e) The Pollution and standards Committee set up by the Ministry of Industry has finalised standards for 37 items which directly or indirectly contribute to the safety and pollution of vehicles either during manufacture or during its operation and had been given wide publicity. The attention of the vehicle manufacturer have been drawn to the safety and pollution standards with the request that they may initiate suitable action to study standards relevant to them and take action to introduce the same on the vehicles even before they become mandatory.